

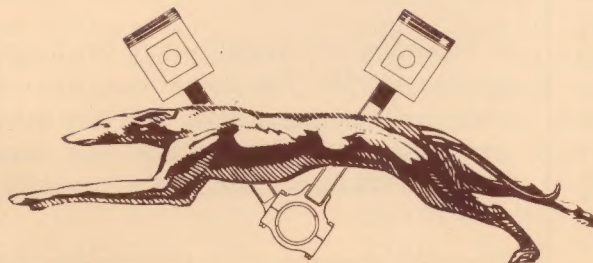
# The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.



VOLUME 21 NO. 5

SEPTEMBER-OCTOBER 1982





## The Fork & Blade

(USPS 055-430)  
Lincoln Owners' Club Inc.  
P.O. BOX 189  
Algonquin, IL 60102

**EDITOR**  
Ken Pearson

### CLUB OFFICERS

President ..... Dick Chapman  
Vice President ..... Paul Van Stratton  
Secretary ..... Glenda Van Stratton  
Treasurer ..... Henry Harper

### DIRECTORS

Western Area Southern ..... Tom Powels  
Western Area Northern ..... Rick Zobelein  
Technical  
L Series ..... Ken Pearson  
K Series ..... John Setar  
Club Projects ..... Henry Harper

**THE LINCOLN OWNERS' CLUB, INC.** is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

**THE FORK & BLADE** (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, IL 60102. Second class postage paid at Algonquin, IL. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

**EDITOR**  
**FORK & BLADE**  
P.O. Box 189  
Algonquin, IL 60102

### PUBLICATION DEADLINES

December 15 ..... Jan.-Feb. Issue  
February 15 ..... March-April Issue  
April 15 ..... May-June Issue  
June 15 ..... July-August Issue  
August 15 ..... Sept.-Oct. Issue  
October 15 ..... Nov.-Dec. Issue

**MEMBERSHIP DUES** are \$12.00 a year, of which a portion is applied to a calendar year subscription to the FORK & BLADE magazine. Memberships are nonretroactive and commence on January 1 or date paid, and expire on December 31. New memberships received between November 1 and December 31 are valid for the remainder of the year in which paid, plus the following year.

## Contents

VOLUME 21 NO. 5

SEPTEMBER-OCTOBER 1982

Lincoln Owners Meet 1982.....	1
Sunshine Special & Lincoln Statue.....	6
The Willoughby Story.....	8
The Market Place.....	11



## Special Projects

1. 1924-1930 Lincoln Service Bulletins .....	\$ 30.00
2. 1931-1935 Lincoln Service Bulletins .....	25.00
3. Index for 1924-1925 Service Bulletins .....	2.00
4. Authentic Covers for 1924-1935 Lincoln Service Bulletins .....	5.00
5. L Lincoln Shop Manual .....	20.00
6. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards) .....	5.00
7. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards) .....	5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, IL 60102.



# Lincoln Owners Meet

August 6 & 7, 1982

By Louise Pearson



*Pearson, Sumpter and Harper in front of Red Brick Inn.*

Paul and Glenda Van Stratton very ably hosted our great meet in Kalamazoo, Michigan. At registration, we were sorry to hear that Paul was in the hospital. However, he was released in time for the meet on Saturday. It is most exciting to be at an event early to see the participants arrive. As each car drove in, friends gathered around for greetings and

inspection of their fine cars. Oakley and Nell Sumpter motored in from Maryland and stopped in Ohio to pick up passengers, Ray and Cherie Henry, who are the former owners of Sumpter's distinguished vehicle. Members came from Michigan, Illinois, Indiana, Ohio, Pennsylvania, New York, Kentucky, Tennessee, Missouri, Maryland, West Virginia, Texas and



Ontario, Canada to enjoy the meet.

Friday afternoon, we drove to the Upjohn Pharmaceutical Company for a tour of their plant. It was interesting to see the sterile conditions that prevail and the lei-



*On left, Oakley Sumpter's 1927 Town Car. In center, Howard Dunlap's 1923 4 Passenger Coupe.*



surely pace of the employees. In the evening, we toured about 25 miles to the Red Brick Inn. It was a lovely country setting with our cars parked on the lawn while we enjoyed an excellent dinner.

On Saturday morning, we drove about 20 miles to the Gilmore Car Museum for our meet on their spacious grounds. The three large barn style buildings house a good collection of cars from brass to classic very well displayed. In addition to the automobiles, there is also a replica of the Wright Brothers "Kitty Hawk", several horse drawn vehicles and a movie set from Walt Disney's "The Gnome Mobile."

At noon, we all boarded a London double-decker bus to be transported to our lunch stop at the

Stage Coach Inn. We returned to the Gilmore complex for visiting and viewing as the judging was completed on 15 of the 17 cars attending. (Pearson and Harper chose not to have their cars judged.)

Then, back to the motel to spruce up for the cocktail party and awards banquet. Judging was done by local car club members, none of whom had a car entered in our meet. Each of the three judges did his own scoring of each car and the average was taken of the three scores for the final result.

We again wish to thank Paul and Glenda Van Stratton for the fine meet they arranged. The weather man also cooperated with two beautiful days to drive and display our Lincolns.



*Lined up at the Upjohn Company: Dick Chapman, 1931 Limosine; Hank Harper, 1926 Roadster; Allen Anglemire, 1926 Berline; Orlyn Whittaker, 1932 Sedan; Ken Pearson, 1926 Roadster; Gerry Nau 1922 Phaeton; John Magill, 1927 Sedan.*





# Roll Call

## 1982 Lincoln Meet

Bill & Fran Abbott Jerseyville, Ill.	1936 K	7 Pass. Phaeton
Allen & Helen Anglemire Rockford, Ill.	1926 L	4 Pass. Berline
Robert & Lee Belf Bloomfield Hills, Mich.	1930 L	Dual Cowl Phaeton
John & Jane Brower Holt, Mich.	1929 L	7 Pass. Touring
Dick & Fansy Chapman Indianapolis, Ind.	1931 K	Limo
Gerald & Georgette Daugherty Plymouth, Mich.	L	Dual Cowl Phaeton
Howard & Pat Dunlap Plymouth, Mich.	1923 L	4 Pass. Coupe
Henry & Rosella Harper Algonquin, Ill.	1928 L	Dual Cowl Phaeton
John & Mary Magill Penetang, Ontario	1927 L	4 Door Sedan
Randall & Jane Middleton Normal, Ill.	1932 KB	
Carl & Betty Moritz Manchester, Mo.	1934 KA	Town Sedan
Gene & Ann Nau Pepper Pike, Ohio	1930 L	Sport Roadster
Gerald & Gladys Nau St. Louis, Mo.	1922 L	Phaeton
Kenneth & Louise Pearson Crystal Lake, Ill.	1926 L	Roadster
Oakley & Nellie Sumpter Perryville, Maryland	1927 L	Willoughby
Ken & Sharon Thackeray Momence, Ill.	1927 L	Sedan
Paul & Glenda Van Stratton Kalamazoo, Mich.	1929 L	7 Pass. Sedan
Roy & Sarita Warshawsky Chicago, Ill.	1937 K	Semi-Coll. Cabriolet
Orlyn & Irene Whittaker Ann Arbor, Mich.	1932 KA	Sedan

Cont....





THERE WERE ALSO THOSE LINCOLN OWNERS' CLUB MEMBERS WHO COULD  
NOT BRING THEIR LINCOLNS, BUT CAME TO OUR NATIONAL MEET.....



Greg & Mary Bilpuch  
Lake Orion, Mich.

Leslie & Audrien Henry  
Belleville, Mich.

Grant & Joan Millne  
Lucerne, Colo.

Arthur & Rose Caldwell  
Burgettstown, Pa.

Ray Henry  
North Benton, Ohio

Gerald Sweatt  
Memphis, Tenn.

Hubert & Inez Franklin  
Chillicothe, Mo

Frank Keenan  
Snyder, New York

Robert Wellwood  
Charleston, W.Va.

John & Betty Gill  
Corbin, Kentucky

Dennis Keifer  
Memphis, Tenn.

Roy Williams  
Richardson, Tex.



## *Those Receiving Awards Were:*

*Best of Show*

*Roy & Sarita Warshawsky*

1937 Semi-Colapsible Cabriolet

*Best Open Early*

*Gerald & Gladys Nau*

1921 - 1930

1922 Phaeton

*Best Closed Early*

*Paul & Glenda Van Stratton*

1921 - 1930

1929 7 Pass. Sedan

*Best Open Late*

*Bill & Fran Abbott*

1931 - 1940

1936 7 Pass. Phaeton

*Best Closed Late*

*Dick & Fanny Chapman*

1931 - 1940

1931 Limosine

*Oldest Lincoln*

*Howard & Pat Dunlap*

1923 4 Pass. Coupe

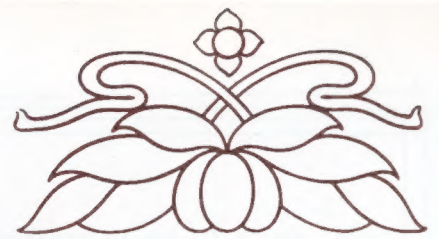
*Furtherest Distance  
Driven*

*Oakley & Nell Sumpter*

1927 Town Car



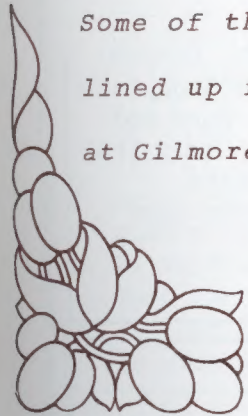




*Double-decker London  
bus that transported  
us to Saturday's lunch  
at the Stage Coach Inn.*



*Some of the Lincolns  
lined up for judging  
at Gilmore Car Museum.*



*Cars, owners and pas-  
sengers stopped to give  
moral support as Howard  
Dunlap's 1923 Coupe had  
a new fuel pump instal-  
led on the way to the*



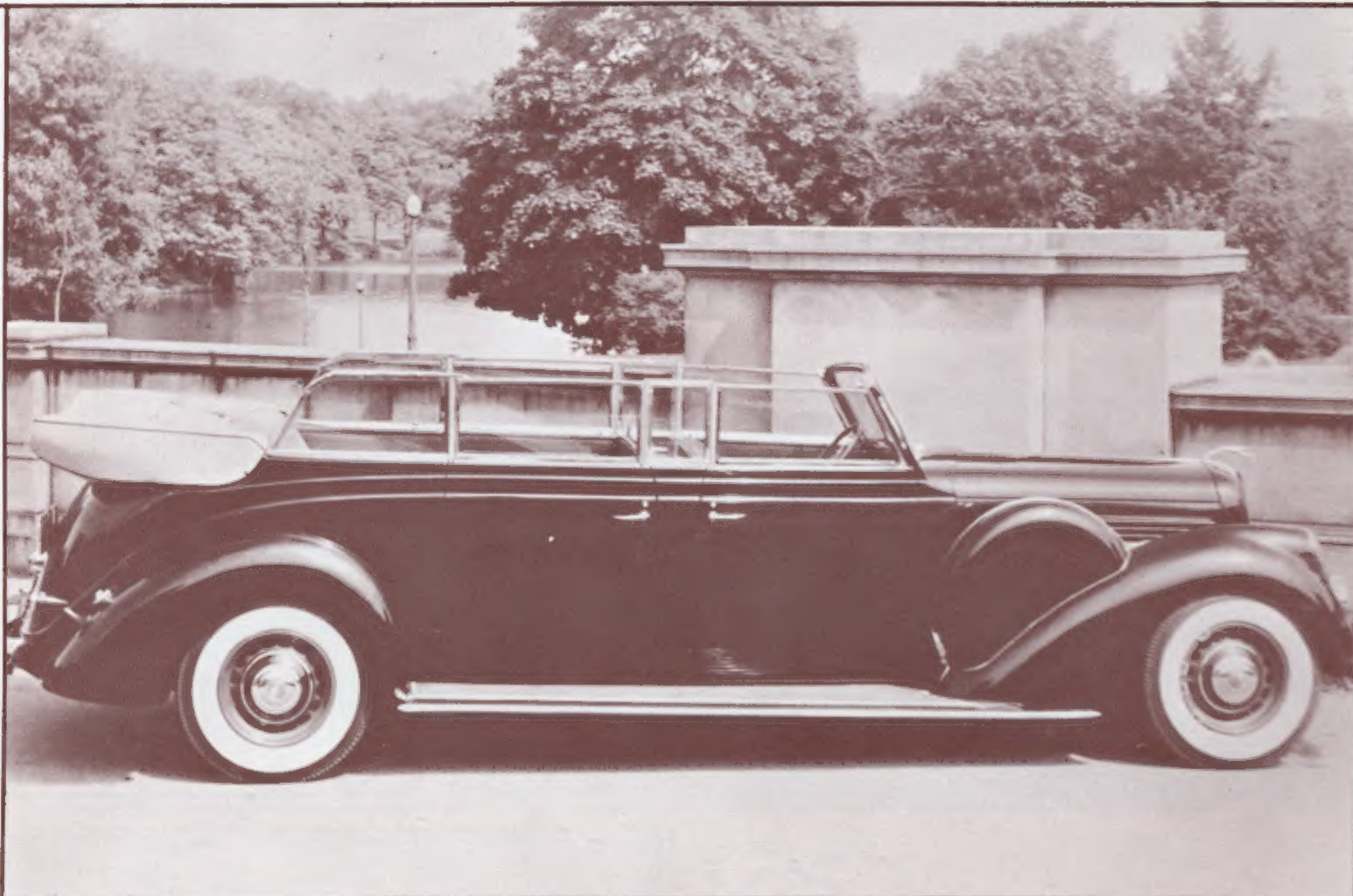
*meet.*





## *"Sunshine Special"*

Original Presidential  
Convertible Sedan,  
1939 Lincoln on the  
160" W.B. Body by  
Brunn.

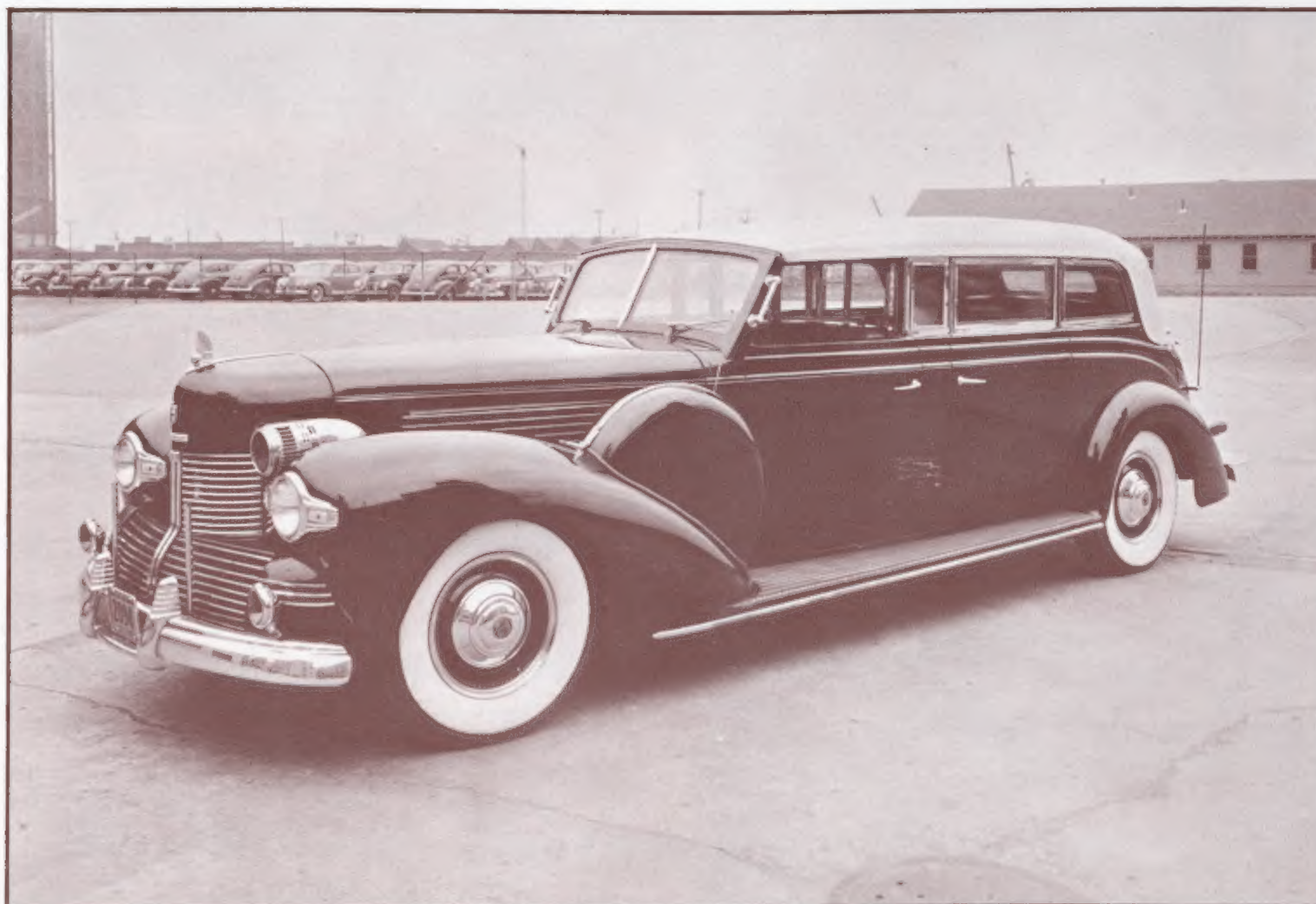


Richard H. Stout  
801 N.E. 5th Street  
Delray Beach, Florida 33444

Dear Ken;

Enclosed is some material in response to the interesting query of Mr. Edwardo Roma Burgos, relating to the "Sunshine Special" and the Abraham Lincoln Statue. Somewhere, have a photo of the original greyhound, commissioned by Edsel Ford and created by Gorham Silversmiths, with "Copyright 1926" clearly visible. Can't find the photo. Think it started as an accessory but very quickly became standard equipment. About the black 1940 emblems, I have heard that story, but never seen one. Can someone verify their existence?

Sincerely, Dick Stout



## *"Sunshine Special"*

After 1942 style up  
date and bullet pro-  
ofing





Soldiers Field, Chicago, Pres. Truman, Potentate of Shrine, Gov. Adlia Stevenson, Mayor Martin Kennelly.

October 21, 1957.

Vaughan Reid, President  
Parks and Recreation Commission  
Dear Mr. Reid:

For some time past, we have given thought to the disposition which might be made of the statue of Abraham Lincoln, presently located on the lawn of the former Lincoln Motor Company site, West Warren and Livernois Avenues. This statue was a gift of a friend to Mr. Henry M. Leland and a source of great pride to him.

It has been suggested that the statue be installed in a public park in the City of Detroit. We believe such a transfer and disposition would be eminently fitting and appropriate. Accordingly, we hope that this letter will evidence our donation of that statue of Abraham Lincoln to the Department of Parks and Recreation of the City of Detroit.

Sincerely yours,

WILFRED C. LELAND  
MRS. WILFRED C. LELAND  
4233 Cortland Avenue  
Detroit 4, Michigan

By Councilman Connor:

Resolved, That the offer of Mrs. Wilfred C. Leland to donate the statue of Abraham Lincoln now on the grounds of the former Lincoln Motor Co. at West Warren and Livernois Aves., be and the same is hereby accepted.

Adopted as follows:

Yeas—Councilmen Carey, Connor, Lincoln, Patrick, Rogell, Smith, Van Antwerp, Wise and President Beck—9.  
Nays—None.

## Lincoln Statue

Library Park

Detroit, Michigan

The original location of the Lincoln Statue was in front of the Lincoln Motor Car Co. Livernois and Warren, erected 1920. This life size bronze statue was a birthday gift to Henry Leland, who was then President of the Lincoln Motor Car Co. It was presented by a Mr. Mullen, President of Mullen boat co. In 1958 the statue was moved to where it is now located in Library Park on Farmer and Library Streets in Detroit, Mich. The sculptor is believed to be Alfred Pelzer of Salem, Ohio. W.H. Mullins Co. is the company who manufactured the Statue.



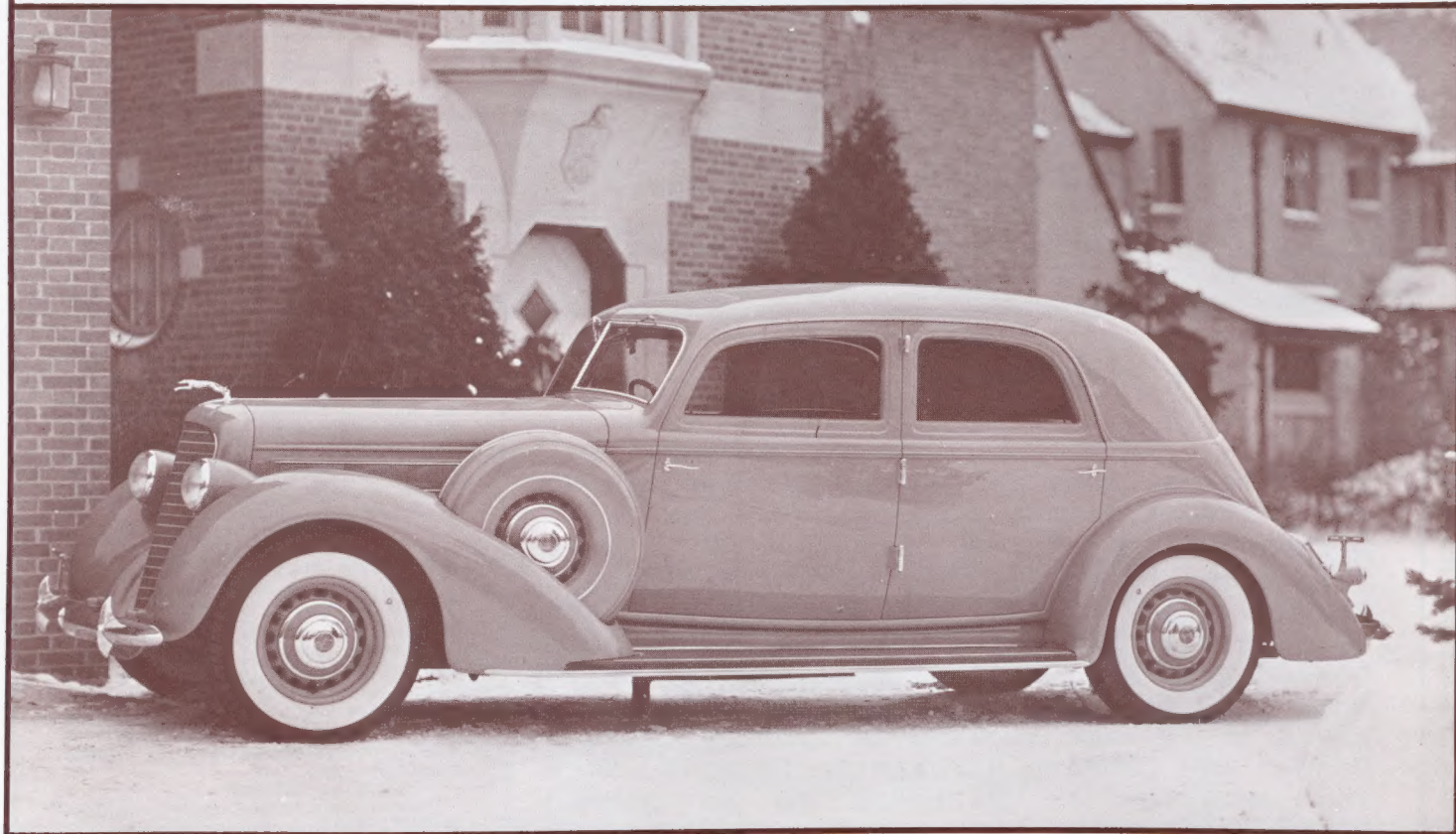
In Westminstes College, Fulton, Missouri, President Truman and Winston Churchill.





# *The Willoughby Story*

*By James Miles O'Brien*



## Part 1 A Historical Background

The Willoughby Company originated in Rome, New York before the turn of the century. Three generations of the family were involved in the business. Originally a carriage works, the company ultimately manufactured automobile bodies. The firm was formally organized in 1903 with Edward Willoughby in partnership with W.H. Owen managing and operating the company. The factory was built by the Utica Carriage Company in 1888 and subsequently taken over by Edward Willoughby. In 1918 Francis Willuoghby assumed the head of the company on the death of his farther. The building remained

in the hands of the Willoughby Co. until 1939. It is still standing in Utica.

Prior to 1921 the open type car was the mainstay of the auto Industry. However, even before World War I and up to 1921, the Willoughby Company manufactured many special body types of closed variety. These included orders from car makers and orders from private buyers. The first large order the company received was from a New York concern making bodies for their electric cars. Special bodies were also produced and the design and perfection of detail became evident



in the Limousines, Broughams and Chauffeur Driven body types. Orders came from various companies including Cole, Marmon, Locomobile, and many others.

In the early twenties what with better roads and increased reliability, the closed body type gained in prominence. The company secured orders from many manufacturers such as Rolls Royce, Packard Cadillac, Duesenberg, and Wills St. Claire. Business flourished and Edsel Ford, aware of the antiquated styling of the early Lincolns, foresaw the need of different and new body styles. Willoughby participated in fulfilling the orders for this new styling for Lincoln.

With the advent of the Great Depression in 1929, orders for the company dwindled. Rolls Royce dropped orders as did Wills St. Claire and Locomobile. A few orders continued from Packard but Lincoln actually saved the company from failure. Production of the custom



*Willoughby Interior 1936*

of an occasional order Packard, Lincoln remained the mainstay of the Willoughby Company. With the end of the Lincoln K series in 1938, the Willoughby Company was no longer financially solvent. Production on the Panel Brougham was limited to four or five cars per year and finally the company came up for auction on February 5, 1939. Much valuable equipment, was sold at a ridiculous figure including aluminum, forgings, and irreplaceable car fittings. Some of the finest cloths obtainable in the car industry went under the hammer, and with the auction, the Willoughby Company ceased to exist.

As to the man, Francis Willoughby was a gentleman to the core. He was born in Rome, New York on April 30, 1887. His family moved to Utica in 1894 where he attended local schools. He graduated from Hamilton College in 1909. He was married and had three daughters. He was well liked and revered by those who worked for him and was known to have paid the highest wages of the day to his employees. Talking to several people who knew him well, one was immediately impressed by the intelligence, the culture, and the business acumen of this man. Subsequent to the demise of the company, he made several attempts to secure employment with the Ford Motor Company to no avail. It always seemed strange that Edsel Ford who was very fond



*Car on left owned by Ralph Tanner 1937  
Car on right owned by R. La Fore 1938  
Cape May, New Jersey 1958*

body styles including the Berline, the Brougham, the Limousine, and open touring bodies continued. Nevertheless, by 1937, the Future of the classic, expensive body style was in desperate straits. Many famous companies faced failure including Pierce-Arrow, Duesenberg, Cord and others. With the exception

*continued*



# *The Willoughby Story*

---

of Francis Willoughby, could find no spot for him in his huge organization. His genius and creativity combined with a finesse was rarely equaled in the manufacture of custom car bodies and shall remain an enduring monument to those who appreciate such skills and abilities. Francis Willoughby died after a long illness on August 13, 1955.

End of part I, Part II will be Method of construction and styling, and part III will be factory production over the years.

## References

1. Dammann, George H. FIFTY YEARS OF LINCOLN-MERCHRY., Glen Ellyn, Illinois.: Crestline Publishing Co., 1971
2. Oneida Historical Society, Utica, New York.
3. Pfau, Hugo, "Willoughby". CAR AND PARTS., Nov.1975
4. Regitko, Martin. "Willoughby". THE CLASSIC. Winter 1951.
5. Personal interviews and recollections of the author.



## *Lincoln Owners Club*

**\$12.00**

## *1983 Membership Dues*

**Due November 1st**

**for year beginning January 1, 1983**

*Statements have been sent to all members*





# The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the L.O.C.

## Parts Wanted

- 1931-1932 Lincoln Gas Cap-DESPERATELY NEEDED-Dick Chapman 3427 E.56th St. Indianapolis, Indiana 46220 317-251-6729
- 1920-1932 V8 N.O.S. Headgaskets
- 1932-1933 KB V-12 Headgaskets Michael Lynch, 18 Hastings Ave. Toronto Ontario, Canada M4L 2L2
- 1925-1939 Lincoln Model "L" or "K". Car must be in excellent running condition, solid wood, ready for touring. Price up to \$20,000. Gerald Greenfield, 12550 Shorewood Lane S.W., Seattle, WA 98146. (206)248-0084
- 1932KB LeBaron Conv. Rumble area foot rest, cigar lighter complete or just head, inside door handle, right side engine splash pan, water pump cover, fuel gage face, wiper arms & blades, one hood vent chrome trim, wrenches and tire irons for tool kit. Mike Cormany, 2055 Lilac Lane, Morgan Hill, CA 95037 Call (408)779-7822
- 1934 Willoughby Limosine jump seat and or related mounting hardware, trunk rack strips. Chas. Chrisman, 2405 E. Lake Isles, Minneapolis Minn. 55405
- Vanity and smoking set for a 1926 Lincoln Model 144B part number L-15098 AR. Will pay top dollar. Jerry Bank, 2 Apache Lane, Kearney, NE 68847 (308)234-3813 residence, 237-3668 Business.
- Tires 700 - 20 Tires any condition. Phil Gansz 909 S. Prospect Ave. Park Ridge, IL 60068 312-698-3610

## For Sale

- K series Cylinder Heads. K series. Excellent \$1000.00. P.O. Box 117, Seeley, CA 92273. Miles O'Brien
- 1928-1930 Pair N.O.S. Depress beam headlights nickel \$300.00.
- 1926-1927 One parabeam headlight chrome near mint \$100.00
- 1931-1932 Sparton trumpet horn good used works \$100.00 Phil Gansz, 909 S. Prospect Ave., Park Ridge, IL 60068 312-698-3610



## For Sale Continued....

- 1926 1926 Lincoln Sedan Model 147A Engine #32253 Wire Spoke wheels- 8 cyls. - very low mileage - car needs restoration. Details on inquiry. Make offer to Dr. Harold Fox Jr., 9999 N.E. 2nd Ave. - 214, Miami Shores, FL. 33138
- 1932-1939 Radiator shutter thermostats, newly made by original Mfg. \$90.00 each. Hood side door thermostats, newly made by original Mfg. and just a few made \$190.00 each.
- 1933-1939 Lincoln K hood corner bumpers, just like the originals Set of four \$100.00. Hood center hinge strip, chrome plated brass, as original 44-5/8" long \$60.00. Clips for bottom of license plate \$8.00 each.
- 1933-1936 Cigar lighter knobs \$35.00 each.
- 1939-1939K Firewall Serial No. plate \$8.00 each.
- All parts postpaid. Contact Del Beyer, 5646 Pleasant Hill Rd., Hartford, Wi 53027 Phone 414-673-2561
- 1933-1939 Lincoln V-12 head gaskets, Connect N.O.S. steel & asbestos, so will not cause "electrolosis" as copper does with aluminum heads. New price \$89.95 pair plus \$6.00 shipping, personal checks welcome. Price firm to December 31, 1982. Michael A. Lynch, 18 Hastings Ave, Toronto Ontario Canada M4L-2L2 Ph 416-466-6775 Nights 7-11.
- 1922-1926 Choke rod assy, \$10.00. Waltham Speedo clock assy, \$75.00. Robe rail for sedan, \$15.00. Oil can bracket for firewall, \$10.00. Carburetor and intake manifold \$50.00. Cast rear tail pipe bracket (rivits to frame) \$10.00. Two front wood 700 x 21" wheels 1925-26 complete with good hub caps, split rims, bugs, (no tires) \$65.00 each. "L" hubcap, wheel bearing wrench \$50.00. Two rear 700 x 21" wood wheels '25 - '26 complete with good hubcaps, split rims, lugs, and new cast iron brake drums, (better than original pressed steel drums) \$95.00 each. (no tires) Distributor complete with cap \$50.00. Pre-'27 front axle, new king pins and king bearings \$50.00. Pre-'27 rear housing, brakes, axle shafts, gear carrier with good std. ratio gears and bearings complete \$175.00. Starter pedal assy \$15.00. Steering drag link \$10.00. Torque tube, driveshaft and radius rods \$50.00. Brass water recovery tank \$10.00. Kelsey split rim collapsing tool \$50.00. 1926 Brake & clutch pedals \$15.00 pair. License plate bracket \$5.00. Two rear springs \$30.00 each. Front springs \$30.00 Shipping extra UPS. Steve Lehto, 857 Sydnor Drive, Campbell, CA 95008 (408)371-5392 or (408)377-7757.
- 1929 Lincoln 7 Passenger Sports Phaeton. Locke body. Maroon body, cream wheels, black Connely leather. Restored from good low mileage car. AACA Natl. First Prize Winner. Good runner. \$53.000. Mrs. Burman Copher, 2929 Catalpa Dr., Dayton, Ohio 45406. 513-274-9705
- 1937-1939K 1 set headlight lenses of teardrop shape and will fit 1937 through 1939 K series Lincoln V-12. Will also fit 1936 Lincoln Zephyr. Kenneth Shenkel, 11913 18th Ave. College Point, N.Y. 11356
- 1930 L Model 168A 7 Pass. Sedan. Needs restoration, Radiator and lowers restored. \$4500.00. Vincent Oliviero, 2 Spoon drift Lane, Cape Elizabeth, Maine 04107 207-799-0744



*Lincoln Owners Club*  
*1982*

**Business Meeting**

Friday October 8th

**Hershey Moter Lodge**  
Hershey, Pennsylvania

<i>Cocktails</i> [Cash Bar]	<i>7:00 p.m.</i>
<i>Dinner</i> [\$16.00 a plate]	<i>8:00 p.m.</i>

**RESERVATION DEADLINE**  
*October 1, 1982*

*Make all checks payable to the  
Lincoln Owners' Club and mail to:*  
*Dick Chapman*  
*3427 E. 56th St.*  
*Indianapolis, Indiana 46220*  
*317-251-6729*





## THE MEASURE OF LINCOLN WORTH

That spontaneous enthusiasm with which even seasoned motorists tell of their first ride in a Lincoln is not the true measure of the worth of this splendid car.

Rather that measure must be read years hence. Only as you learn through how many seasons and with what tireless persistence this car continues to perform in the brilliant manner that inspired your first delight is its true value revealed.

It is understood throughout this entire organization that the Lincoln must be built not only instantly to prove its worth but conclusively to confirm that proof anew year after year.

We have definitely pledged our every resource to increasing its ability to justify the enthusiasm your first experience with it aroused.

---

LINCOLN MOTOR COMPANY  
DIVISION OF FORD MOTOR COMPANY, DETROIT, MICH.

*The Seven Passenger Sedan*

# L I N C O L N

